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HONOLULU HARBOR COMMISSIONERS A LIVELY PLACE ARRIVE EARLY

Several Windjammers Chiyo Maru Brings
Have Arrived In Port Passengers of Prominence

It's an animated scene that presents itself around the wharves and slip ways of Honolulu harbor these days.

Sunday afternoon witnessed the arrival of four windjammers which have been on the expected list for some days past. The French bark in Blanche, forty-two days from Hobart, is now in the stream. Twenty-seven days from Port Lillo, the American schooner James Rolph has arrived and is discharging lumber to the order of Allen & Robinson. The schooner Churchill, with a shipment of lumber for Lewers & Cooke, came down in twenty-seven days. She was outside this morning riding at anchor awaiting a tow through the channel and into the harbor. The British ship Celtic Chief has arrived off the port one hundred and forty-one days from Hamburg with a full cargo of fertilizer but the vessel is at present hard and fast upon the reef less than a half mile from the entrance to the channel.

Over at the Backfield wharf is the patrol Iner Chiyo Maru taking on fuel oil and a small amount of cargo destined for the Orient. This vessel will sail this evening. On the other side of this wharf is the bark Kajutan which has been at the port since September 20 and is now undergoing repairs and the fitting of a new rudder.

Lined up at the railway wharves displaying a veritable forest of cargo masts and booms are the two great American-Hawaiian freighters, the Alaskan, awaiting departure on her regular schedule to Salina Cruz via island ports, and the Arizonan, now leaving a large general cargo brought from New York, San Francisco and Seattle.

A number of smaller vessels are at the various wharves discharging or awaiting sailing orders. The Alice Cooke is still at the Railway wharf as is the German ship Alexander Benberg. The Mary E. Foster, a schooner continues to discharge lumber, and a quantity of oil is going out of the American ship Marion E. Chilcott.

INCORPORATE CHURCH.

(Special to Bulletin.)

WAILUKU, Maui, Dec. 3. — Hon. R. J. K. Nawahine of Wailuku and six others have petitioned to Territorial Treasurer L. D. Conkling to grant them a charter of incorporation by which the old stone church building, the premises and other property may be held and controlled by them as trustees of said church properly elected by the church members. The charter of incorporation accompanied the petition.

Fifty prominent Japanese, representing the Honorary Commissioners from Japan to the United States were the most conspicuous passengers to arrive at Honolulu early this morning by the Toyo Kisen Kaisha liner Chiyo Maru. This body of distinguished visitors includes Baron Shibusawa, who is a statesman of rare perception and ability. In the party are those prominently identified with the various Chambers of Commerce throughout the principal cities of Japan, such as Tokyo, Osaka, Kobe, Yokohama and Nagasaki. There are also those who have to do with big financial and commercial interests of the Island Empire. Several newspaper men are traveling with the party.

Assistant General Manager W. H. Avery of the T. K. K. is a passenger bound to Japan, where he will report the result of his conference with the management of the Pacific Mail concerning the present joint schedule which is now in effect between the American and Japanese steamers.

The Chiyo Maru came down from San Francisco in five days and eighteen hours. The vessel brought five lay-over passengers to Honolulu, but being a foreign bottom, of course could bring no freight. Seven days mainland mail arrived by the vessel.

The officers report a fine trip and fair weather was encountered the greater portion of the trip. The wireless apparatus was crippled during a portion of the voyage through the blowing out of a fuse. One or two vessels were sighted but other than that the trip was one without startling incident.

There are 109 through cabin passengers, 61 in the second class and 527 traveling in the steerage to Asiatic ports. In the specie tanks of the liner is a shipment of one million dollars in the fluctuating coin of Mexico that will be left at China ports. The vessel also bears one million dollars in gold coin and bullion that is consigned to Japanese banks.

The present passenger list of the Chiyo Maru is said to be the largest that she has carried since going into commission. As an indication that the boycott instituted by the Chinese against the Japanese steamers is now at an end, the officers point with pleasure to the fact that there are over five hundred Chinese included in the number of passengers proceeding to the Orient by the vessel. For a long time no Chinese would travel by the Japanese vessels because of trade troubles existing between the nations. The Chiyo's cargo is rather a light one, there being a little over a thousand tons, a portion of which is cotton destined for the spinning mills of Japan. Among the important through pas-



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LARGEST BELT EVER MADE.

New York, Nov. 17.—What is declared to be the largest and most expensive leather belt ever made for power drive has just been shipped to the South from this city. The belt is 240 feet long, six feet wide, three ply thick, and was constructed at a cost of \$5800. Into the belt went the hides of 540 Texas steers. The belt was built for the Great Southern Lumber Company, of Bogalusa, La.

BORN.

GIFFARD—In this city, Dec. 5, 1909, to Mr. and Mrs. Harold Giffard, a son.

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